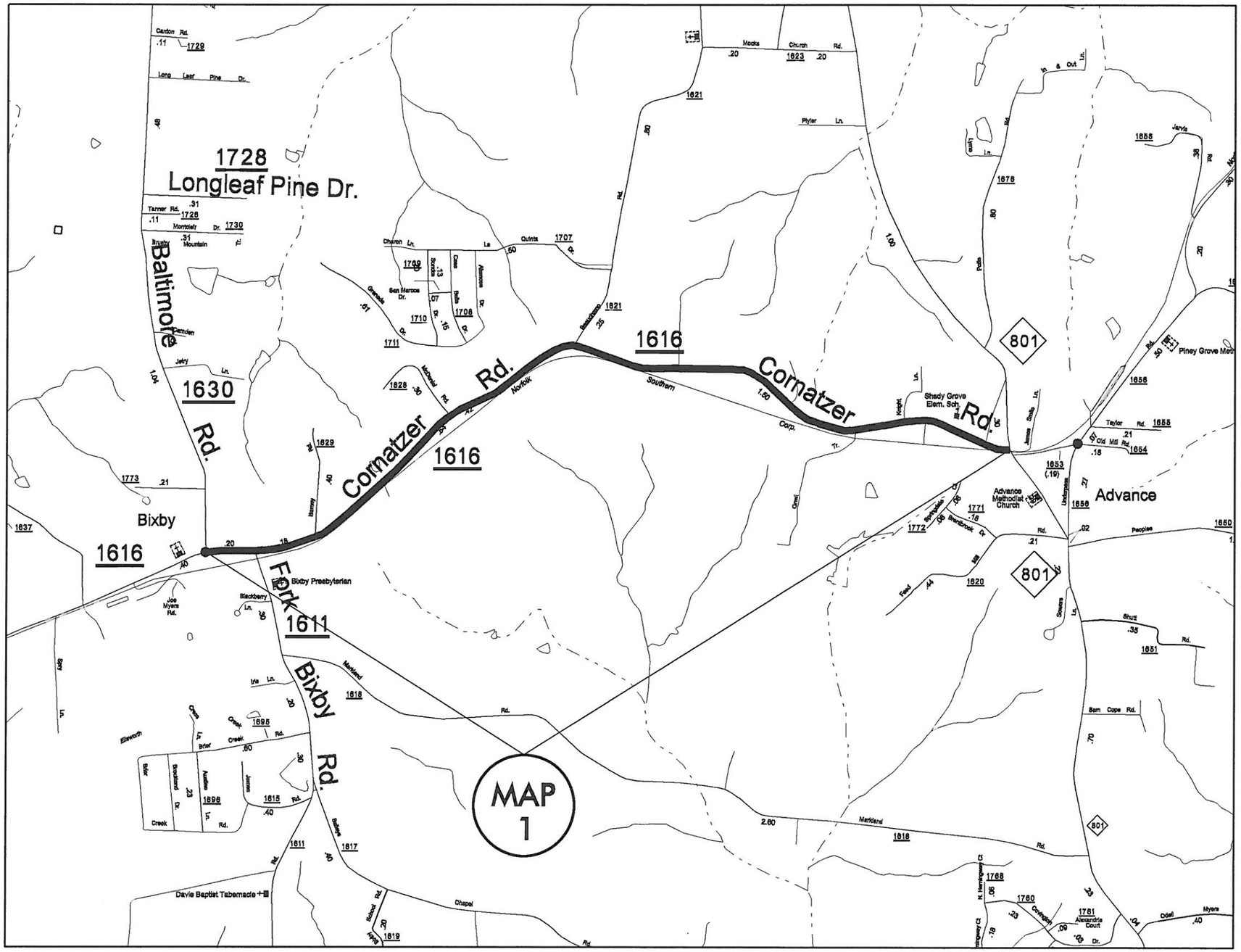


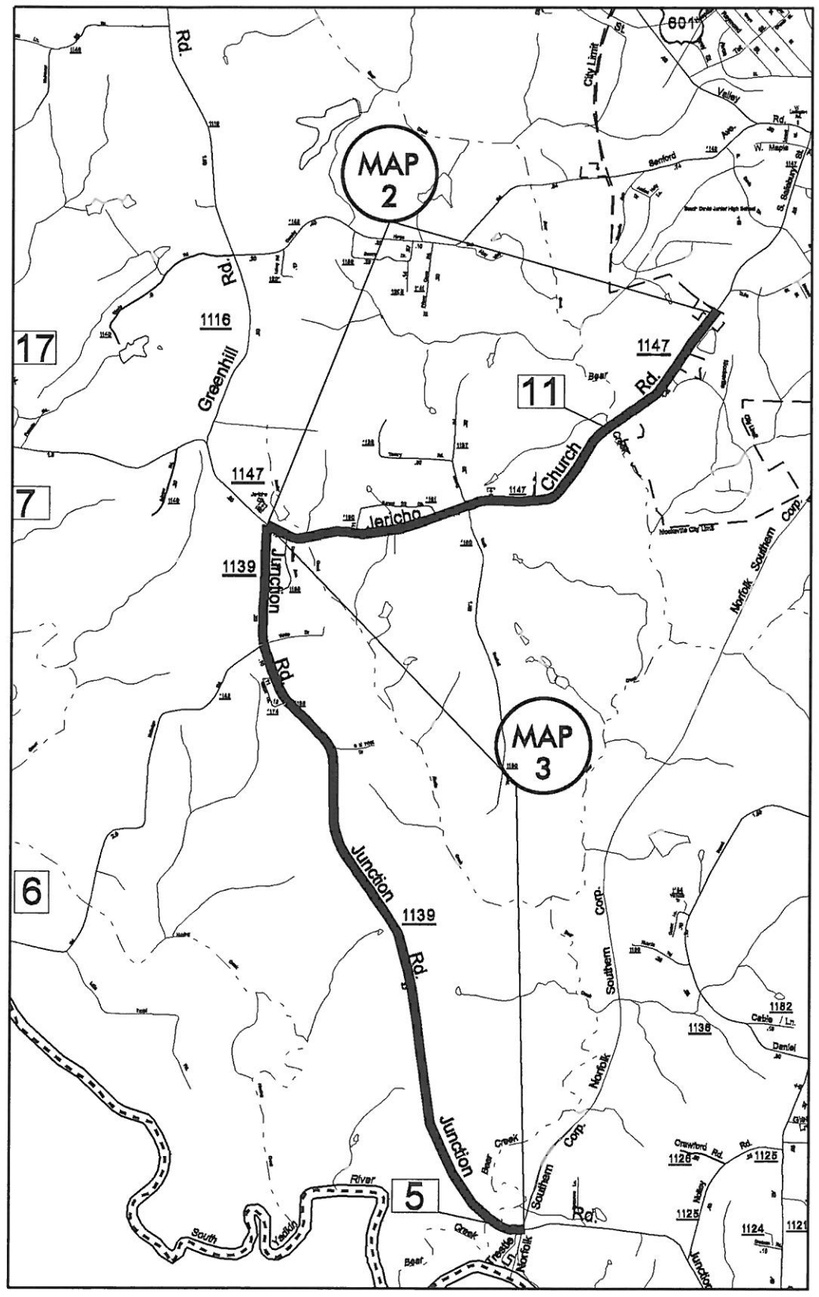
NOTE:

MAP NO. 1 CORNATZER ROAD
1. SCHOOL TIME RESTRICTIONS

MAP 1

DAVIE COUNTY
NORTH CAROLINA

SHEET NO. 2
DAVIE COUNTY



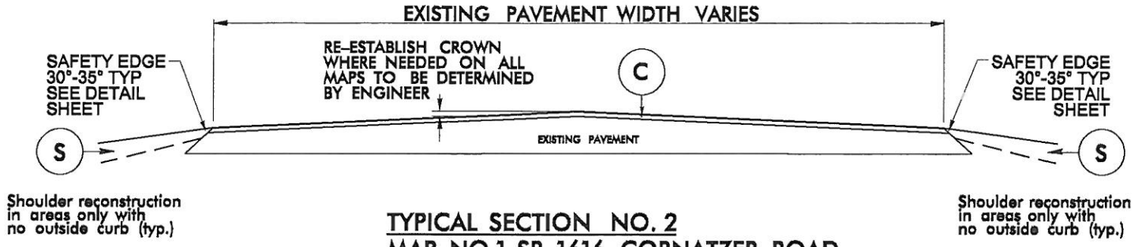
NOTE:

MAP NO.2

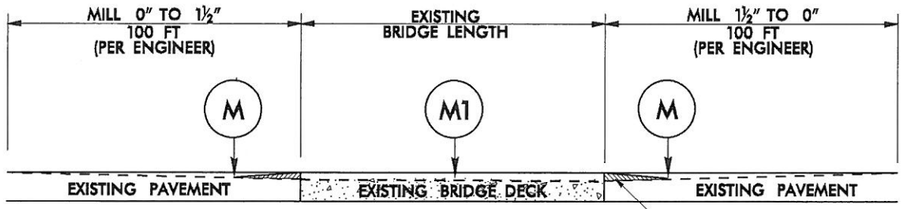
MAP NO.3 JUNCTION ROAD
PAVE TO EDGE OF PAVEMENT AT JERICO CHURCH/DAVIE ACADEMY ROAD

MAP 2
MAP 3

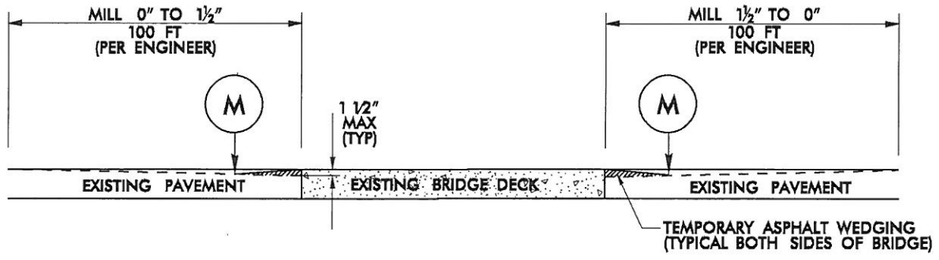
DAVIE COUNTY
NORTH CAROLINA



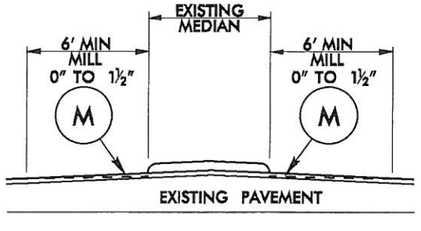
TYPICAL SECTION NO. 2
MAP NO.1 SR 1616 CORNATZER ROAD
MAP NO.2 SR 1147 JERICHO ROAD
MAP NO.3 SR 1139 JUNCTION ROAD



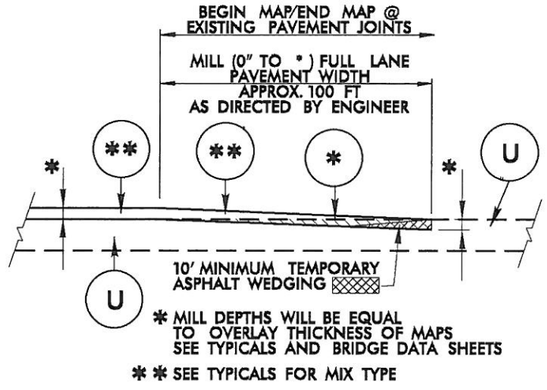
MILLING BRIDGE DECK AND APPROACHES
(SEE BRIDGE DATA SHEET)



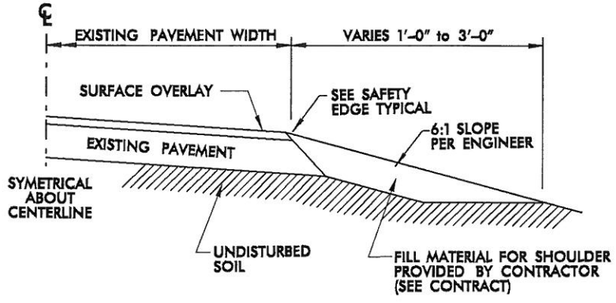
MILLING BRIDGE APPROACHES
(SEE BRIDGE DATA SHEET)



MILLING AT MEDIANS

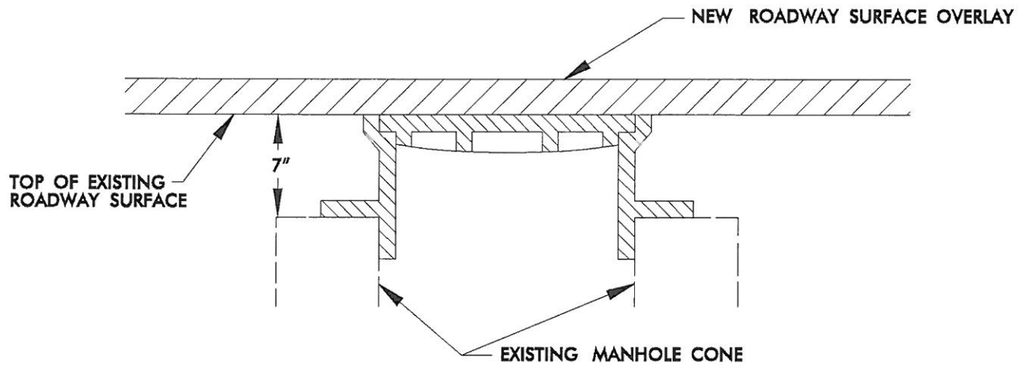


TIE-IN MILLING DETAIL

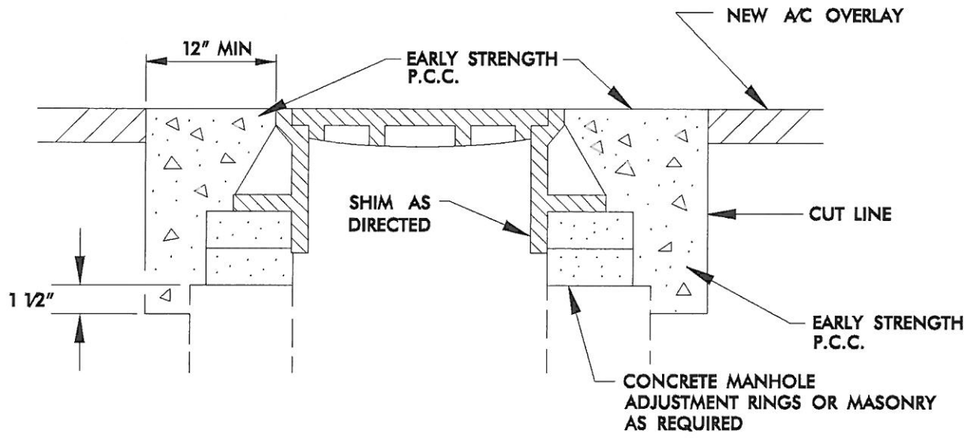


SHOULDER RECONSTRUCTION

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 0 TO 1½" DEPTH
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



STEP 1



STEPS 2,3, & 4

STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE

STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.

STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.

STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

MANHOLE ADJUSTMENT DETAIL

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".

2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:

   PHASE 1 – MILLING AND PATCHING (WHEN REQUIRED)
   PHASE 2 – LEVELING (AS DIRECTED BY ENGINEER)
   PHASE 3 – SURFACE OVERLAY
   PHASE 4 – SHOULDER DROP–OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
   PHASE 5 – UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.

3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.

4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

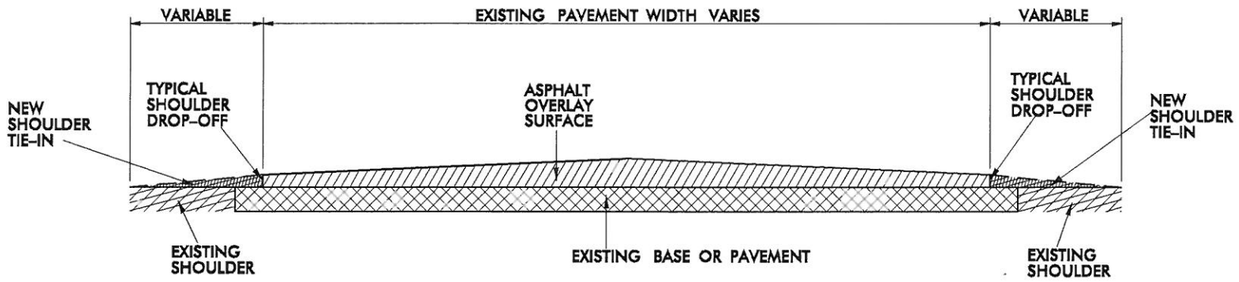
5. SOME MAPS MAY REQUIRE EXTRA ASPHALT SURFACE (LEVELING) TO BE PLACED TO ELIMINATE UNEVEN PAVEMENT, WASHBOARDING OR TO RE–ESTABLISH THE CROWN. THE QUANTITY AND LOCATION OF THIS ITEM SHALL BE AS DIRECTED BY THE ENGINEER.

6. FOR TWO–LANE ROADWAYS – IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

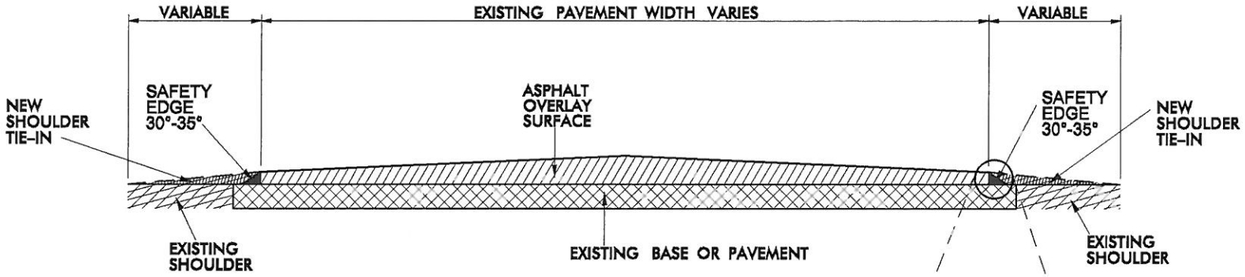
7. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610–11.

8. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

9. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y–LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

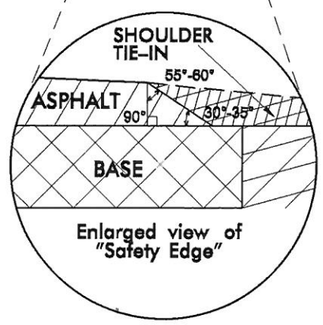


TYPICAL ROADWAY CROSS SECTION
(Not to Scale)

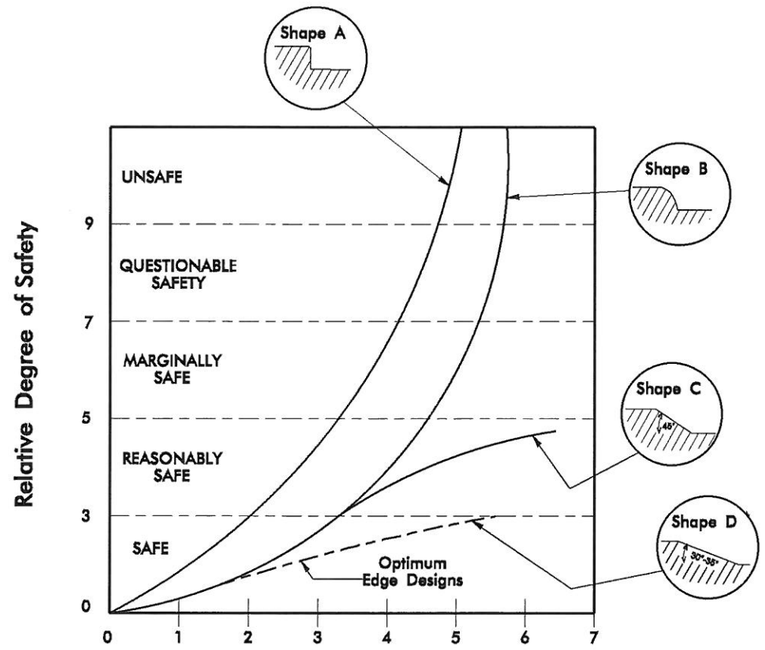


TYPICAL ROADWAY CROSS SECTION SHOWING THE "SAFETY EDGE" SHOULDER INSERT
(Not to Scale)

Note:
Attach a device, mounted on screed of paving equipment, capable of constructing a shoulder wedge with an angle of not more than 30 degrees along the outside edge of the roadway, measured from the horizontal plane in place after final compaction on the final surface course. Use an approved mechanical device will form the asphalt mixture to produce a wedge with uniform texture, shape and density while automatically adjusting to varying heights.
Payment for use of this device will be incidental to the other pay items in the contract.



The purpose of the "Safety Edge" is to reduce pavement edge drop off hazards.



*Source: Zimmer and Ivey, Texas Transportation Institute.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION	2/4/2011
Safety Edge Typical	SHEET # OF
S:\DDC\Safety-Edge Typical\Safety_Edge_Typical.DGN	Drawn By: DLL

2012_Resurfacing_DAVIE

PROJECT NO.	SHEET NO.	TOTAL NO.
	6	

Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
2	SR 1147	Jerico Church Road	11	BEAR CREEK	PPCCS, 5.0 AWS	30	NA	NA	125		MILL APPROACHES, MILL DECK 1 1/2"
3	SR 1139	Junction Road	5	BEAR CREEK	5 RC, 3.5 PPC	27	NA	NA	104		MILL APPROACH, RESURFACING ENDS AT BRIDGE

2012_Resurfacing_Davie

PROJECT NO.	SHEET NO.	TOTAL NO.
Secondary	7	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER BORROW CY	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1 1/2"DEPTH SY	MILLING ASPHALT PAVEMENT, 0"TO 1 1/2" DEPTH SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	METER OR VALVE BOX EA
Secondary	Davie	1	SR 1616 CORNATZER ROAD	FROM SR 1630 BALTIMORE ROAD TO PVT JT AT NC 801	1	NO	2.68	24	111	322	5.36		534	3,599	216	
TOTAL FOR MAP NO. 1							**2.68**		**111**	**322**	**5.36**		**534**	**3,599**	**216**	
Secondary	Davie	2	SR 1147 JERICHO CHURCH ROAD	FROM PVMT. JT @ MOCKSVILLE CITY LIMITS TO JUNTION ROAD SR 1139	1	NO	2.224	22	63	267	4.45	417	1,201	2,667	160	5
TOTAL FOR MAP NO. 2							**2.224**		**63**	**267**	**4.45**	**417**	**1,201**	**2,667**	**160**	**5**
Secondary	Davie	3	SR 1139 JUNCTION ROAD	FROM EDGE OF PAVEMENT SR 1147 JERICO CHURCH ROAD/DAVIE ACADEMY RIDGE ROAD TO BRIDGE NO.5 AT BEAR CREEK	1	NO	3.227	22	246	387	6.45		1,000	3,870	232	
TOTAL FOR MAP NO. 3							**3.227**		**246**	**387**	**6.45**		**1,000**	**3,870**	**232**	
TOTAL FOR PROJ NO. Secondary							**8.131**		**420**	**976**	**16.26**	**417**	**2,735**	**10,136**	**608**	**5**
GRAND TOTAL							**8.131**		**420**	**976**	**16.26**	**417**	**2,735**	**10,136**	**608**	**5**

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

2012_Resurfacing_Davie

PROJECT NO.	SHEET NO.	TOTAL NO.
Secondary	8	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4685000000-E 4" X 90 M WHITE THERMO LF	4686000000-E 4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	4705000000-E 16" X 120 M WHITE THERMO LF	4710000000-E 24" X 120 M WHITE THERMO LF	4721000000-E THERMO MSG SCHOOL 120 M EA	THERMO RXR 120 M EA	4725000000-E THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA
Secondary	Davie	1	SR 1616 CORNATZER ROAD	FROM SR 1630 BALTIMORE ROAD TO PVT JT AT NC 801	2.68	24	28,837	29,471	223			12		1	1
TOTAL FOR MAP NO. 1					**2.68**		**28,837**	**29,471**	**223**			**12**		**1**	**1**
Secondary	Davie	2	SR 1147 JERICHO CHURCH ROAD	FROM PVMT. JT @ MOCKSVILLE CITY LIMITS TO JUNTION ROAD SR 1139	2.224	22	23,930	23,485							
TOTAL FOR MAP NO. 2					**2.224**		**23,930**	**23,485**							
Secondary	Davie	3	SR 1139 JUNCTION ROAD	FROM EDGE OF PAVEMENT SR 1147 JERICO CHURCH ROAD/DAVIE ACADEMY RIDGE ROAD TO BRIDGE NO.5 AT BEAR CREEK	3.227	22	34,723	34,077		50	25		2		
TOTAL FOR MAP NO. 3					**3.227**		**34,723**	**34,077**		**50**	**25**		**2**		
TOTAL FOR PROJ NO. Secondary					**8.131**		**87,490**	**87,033**	**223**	**50**	**25**	**12**	**2**	**1**	**1**
								87,256				**14**		**2**	
GRAND TOTAL					**8.131**		**87,490**	**87,033**	**223**	**50**	**25**	**12**	**2**	**1**	**1**
								87,256				**14**		**2**	

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.